

Number of passenger seats	Minimum main passenger aisle width (inches)	
	Less than 25 inches from floor	25 inches and more from floor
10 or fewer	¹ 12	15
11 through 19	12	20

¹ A narrower width not less than 9 inches may be approved when substantiated by tests found necessary by the Administrator.

[Amdt. 23-34, 52 FR 1831, Jan. 15, 1987, as amended by Amdt. 23-46, 59 FR 25774, May 17, 1994]

§ 23.831 Ventilation.

(a) Each passenger and crew compartment must be suitably ventilated. Carbon monoxide concentration may not exceed one part in 20,000 parts of air.

(b) For pressurized airplanes, the ventilating air in the flightcrew and passenger compartments must be free of harmful or hazardous concentrations of gases and vapors in normal operations and in the event of reasonably probable failures or malfunctioning of the ventilating, heating, pressurization, or other systems and equipment. If accumulation of hazardous quantities of smoke in the cockpit area is reasonably probable, smoke evacuation must be readily accomplished starting with full pressurization and without depressurizing beyond safe limits.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-34, 52 FR 1831, Jan. 15, 1987; Amdt. 23-42, 56 FR 354, Jan. 3, 1991]

PRESSURIZATION

§ 23.841 Pressurized cabins.

(a) If certification for operation over 25,000 feet is requested, the airplane must be able to maintain a cabin pressure altitude of not more than 15,000 feet in event of any probable failure or malfunction in the pressurization system.

(b) Pressurized cabins must have at least the following valves, controls, and indicators, for controlling cabin pressure:

(1) Two pressure relief valves to automatically limit the positive pressure differential to a predetermined value at the maximum rate of flow delivered by the pressure source. The combined capacity of the relief valves must be

large enough so that the failure of any one valve would not cause an appreciable rise in the pressure differential. The pressure differential is positive when the internal pressure is greater than the external.

(2) Two reverse pressure differential relief valves (or their equivalent) to automatically prevent a negative pressure differential that would damage the structure. However, one valve is enough if it is of a design that reasonably precludes its malfunctioning.

(3) A means by which the pressure differential can be rapidly equalized.

(4) An automatic or manual regulator for controlling the intake or exhaust airflow, or both, for maintaining the required internal pressures and airflow rates.

(5) Instruments to indicate to the pilot the pressure differential, the cabin pressure altitude, and the rate of change of cabin pressure altitude.

(6) Warning indication at the pilot station to indicate when the safe or preset pressure differential is exceeded and when a cabin pressure altitude of 10,000 feet is exceeded.

(7) A warning placard for the pilot if the structure is not designed for pressure differentials up to the maximum relief valve setting in combination with landing loads.

(8) A means to stop rotation of the compressor or to divert airflow from the cabin if continued rotation of an engine-driven cabin compressor or continued flow of any compressor bleed air will create a hazard if a malfunction occurs.

[Amdt. 23-14, 38 FR 31822, Nov. 19, 1973, as amended by Amdt. 23-17, 41 FR 55464, Dec. 20, 1976; Amdt. 23-49, 61 FR 5167, Feb. 9, 1996]

§ 23.843 Pressurization tests.

(a) *Strength test.* The complete pressurized cabin, including doors, windows, canopy, and valves, must be tested as a pressure vessel for the pressure differential specified in § 23.365(d).

(b) *Functional tests.* The following functional tests must be performed:

(1) Tests of the functioning and capacity of the positive and negative pressure differential valves, and of the emergency release valve, to simulate the effects of closed regulator valves.